

2/2/2024

# AVIATION TECHNOLOGIES LTD.

Administrative Offices: 4959 - Talbot Lane, Unit # 69, Reno, Nevada 89509

Physical Operations: Tonopah Airport, Tonopah, Nevada

Aviation Technologies Ltd., "ATL" PRINCIPAL PLACE OF BUSINESS: TONOPAH AIRPORT, NYE COUNTY, NEVADA

**Robert Alan Kemp**

Chief Executive Officer - Aviation Technologies Ltd.

[Representing]

## NEVADA CENTRAL RAILROAD



**VIA - USPS and IMMEDIATE OFFICIAL FAX FILING**

The Honorable Charles D. Nottingham, Chairman - STB.

The Honorable Ann K. Quinlan, Acting Secretary

Office of the Chairman and Secretary

Surface Transportation Board

395 - E Street, SW.

Washington, DC 20423-0001

(Tuesday), April 8, 2008

ENTERED  
Office of Proceedings

APR 8 2008

Part of  
Public Record

ORIGINAL

RE: Docket No. FD - 35106 (US - DEPARTMENT OF ENERGY)

**[Notice of Intent to Participate in Proceeding - With Comment], and Notice of Intent to file [Motion/Petition to Reject and Dismiss with Prejudice, and or Stay Application, on or before: Wednesday, April 16<sup>th</sup>, 2008.]**

Concerning: United States Department Of Energy -  
Rail Construction And Operation - Caliente Line  
in Lincoln, Nye, and Esmeralda Counties, Nevada

Dear Chairman Nottingham, Secretary Quinlan:

We are writing today in relation to the (US-DOE), "Notice of Application" Filed on March 17<sup>th</sup>, 2008, under Docket Number FD - 35106. Please now be advised that: NEVADA CENTRAL RAILROAD intends to participate within the instant proceeding and as such now files its [Notice of Intent to Participate in Proceeding - With Comment], as well as its: [Notice of Intent to File Motion/Petition to Reject and Dismiss with Prejudice, and or Stay Application, on or before: Wednesday, April 16<sup>th</sup>, 2008]. If You or Your Staff have any questions or comments, please feel free to contact me personally 24-7 at the following telephone number and or email address.

Very truly yours,

Robert Alan Kemp

(775) 827-6258

atlnv@aol.com

Acting Representative and Legal Resident Agent for:

**NEVADA CENTRAL RAILROAD**

cc: Mr. John T. Digilio, Jr., Vice Chairman - Director/President, Nevada Central Railroad  
Mr. Joseph Anthony McNulty, III - Director/Vice President, Nevada Central Railroad

**UNITED STATES OF AMERICA****BEFORE THE SURFACE TRANSPORTATION BOARD****STB FINANCE DOCKET NO. 35106****UNITED STATES DEPARTMENT OF ENERGY - RAIL  
CONSTRUCTION AND OPERATION - CALIENTE LINE IN  
LINCOLN, NYE, AND ESMERALDA COUNTIES, NEVADA****NCR - NOTICE AND PRELIMINARY COMMENTS**

1. Notice is hereby given that NEVADA CENTRAL RAILROAD hereafter ("NCR"), intends to participate as a party of record in the above entitled proceeding. Therefore, please direct a copy of all matters pertaining to this proceeding to: Nevada Central Railroad; C/O: NCR - Nevada State Resident Agent, Robert Alan Kemp, 4959 - Talbot Lane, Unit: # 69, Reno, NV 89509. Telephone: (775) 827- 3258

2. During 1996 at the Direct Request of the US-Department of Energy, hereafter ("DOE"), NCR provided its (Privileged, Corporate - Confidential & Proprietary): [Notice of Construction, and Operational Construction Development and Operations Plan], for the NEVADA CENTRAL BYPASS<sup>TM</sup>, hereafter ("NCR-By-Pass<sup>TM</sup>"), by hand delivering same to DOE Officials in Las Vegas, Nevada, to include Personal Hand Delivery of same to DOE by handing same to Mr. Wesley Barns.

3. On the afternoon of (Monday), May 17<sup>th</sup>, 2004, NCR again provided Official Confirmed Notice of the Construction of the NCR-By-Pass<sup>TM</sup>, to the DOE, as well as Public Notice of Confirmed Communications with the DOE concerning NCR. See Exhibit attached hereto and identified below as:

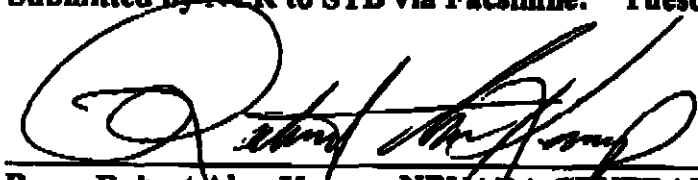
[NCR: US-FEDERAL COURT OF APPEALS DISTRICT OF COLUMBIA EXHIBIT-13-1.]

4. DOE's Application for Construction & Operation does NOT conform with the following United States Government Congressional: (Title 49 rail transportation policies):

4-A. to minimize the need for Federal regulatory control over the rail transportation system and to require fair and expeditious regulatory decisions when regulation is required;

- 4-B. to ensure the... continuation of a sound rail transportation system. , to meet the needs of the public;
- 4-C. to reduce regulatory barriers to entry into and exit from the industry;
- 4-D. to encourage and promote energy conservation; and
- 5. Granting DOE's Application would Contravene other CRITICAL rail transportation policies.
- 6. Granting DOE's Application would result in irreparable CATASTROPHIC DAMAGE to NCR. NCR has previously executed an engagement for the Provision of Legal Securities Services, confirming NCR's ability to proceed and complete the Sale of Corporate Bonds in the amount of: \$ 3.995-Billion-USD., in order construct the NCR-ByPass™.
- 7. Granting DOE's Application will result in the Permanent loss of revenue to the State of Nevada in an amount not less then (\$ 11-Billion-USD.) Over a 50-Year Period, including ANY OFFSET for the loss of Access To, and Use of Public Lands.

Submitted by NCR to STB via Facsimile: Tuesday, April 8<sup>th</sup>, 2008.



By: Robert Alan Kemp, NEVADA CENTRAL RAILROAD  
(775) 827- 3258

---

# AVIATION TECHNOLOGIES LTD.

Administrative Offices: 4959 - Talbot Lane, Unit # 69, Reno, Nevada 89509

Physical Operations: Tonopah Airport, Tonopah, Nevada

Aviation Technologies Ltd., "ATL" PRINCIPAL PLACE OF BUSINESS. TONOPAH AIRPORT, NYE COUNTY, NEVADA

---

**Robert Alan Kemp**

Chief Executive Officer - Aviation Technologies Ltd.

[Representing]

## NEVADA CENTRAL RAILROAD

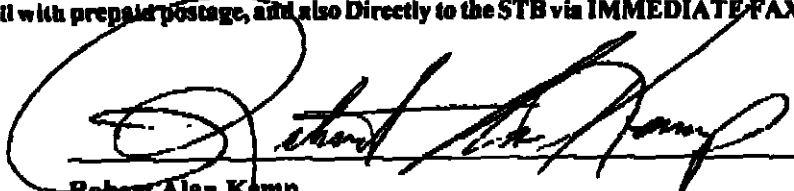
RE: Docket No. FD - 35106 (US - DEPARTMENT OF ENERGY)

[Notice of Intent to Participate in Proceeding - With Comment], and Notice of Intent to file [Motion/Petition to Reject and Dismiss with Prejudice, and or Stay Exemption, on or before: Wednesday, April 16<sup>th</sup>, 2008.]

Concerning: United States Department Of Energy -  
Rail Construction And Operation - Caliente Line  
in Lincoln, Nye, and Esmeralda Counties, Nevada

### CERTIFICATE OF SERVICE

I, Robert Alan Kemp certify that on this 8<sup>th</sup> day of April, 2008, that I made service of the attached original NCR [Notice of Intent to Participate in Proceeding - With Comment] and Notice of Intent to file [Motion/Petition to Reject and Dismiss with Prejudice, and or Stay Exemption, on or before: Wednesday, April 16<sup>th</sup>, 2008. upon the Surface Transportation Board, (STB), and mailed a Single Copy of same to all Parties, Agencies, and Individuals, listed for Service within the DOE Application/Petition: FD: 35106, by depositing same into the United States First Class Mail with prepaid postage, and also Directly to the STB via IMMEDIATE FAX DELIVERY FILING to: (202) 245-0458.



Robert Alan Kemp  
Chairman & CEO., AVIATION TECHNOLOGIES LTD.,  
4959 - Talbot Lane, Unit: # 69  
Reno, Nevada, 89509 (775) 827- 3258

Representing: **NEVADA CENTRAL RAILROAD**

**[NCR: US-FEDERAL COURT OF APPEALS DISTRICT OF COLUMBIA EXHIBIT-13-1.]**

LAS VEGAS PUBLIC COMMENTS 5/17/2004

Page 1

**YUCCA MOUNTAIN SCOPING MEETING  
PUBLIC COMMENTS****REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS**

Taken at Cashman Center  
850 Las Vegas Boulevard North, Rooms 103-106  
Las Vegas, Nevada

On Monday, May 17, 2004  
At 3:00 p.m.

Reported by: Deborah Ann Hines, OCR #473, RPR

Page 3

To keep it underground, this is what I  
want. Dig the hole underground. Make it all  
run directly to Yucca Mountain. That way nothing  
above ground would ever be seen.  
I think DOE should have the money that they  
need to build the rail system, but I think  
underground where it can be utilized and sealed off  
just in case something may come up as a horrific  
accident. That way DOE can be protected, we can  
protect our government, we can protect the people and  
we can protect the world. Everything, all the  
living creatures on it should support this one  
hundred percent and they kept it underground.  
God bless you and good luck to you.  
Overall we got to have our nuclear  
energy. We don't have it because we see what gas  
prices are doing. We see our water prices are  
getting ready to go up. Neutralize it and use it.  
We should have it for every life that is given to us  
by birth rights instead of inheriting it.  
We inherit the wealth and all the energy  
it takes to keep us what, wealthy for the  
remainder of the turn of the centuries.  
Because, remember, nuclear energy is around  
forever. Am I correct? So let's treat it like it's

Page 2

BAAC HENDERSON: My comment is on  
nuclear transportation from Caliente to Las Vegas.  
Does this program include the protection of  
animals, the culture of the county, the well-being of  
the city, the well-being of the township, and who does  
it protect and save the military from having to come  
in to clean up if there happened to be a full  
accident that would give a total neutralization of  
the event in order to put everything back into  
perspective for us to make it like it was before  
the incident happened?

Also I want to know if our military is  
protected from the war, our historical society is  
protected, our mountains and desert are protected in  
Nevada, just as well as the media and newspapers,  
radio, teachers, lawyers, judges, the general public  
that would be protected also just in case if there  
was an accident.

Also I want to know if there is any grants  
that it would utilize some of the services that  
DOE has for Caliente to help their needy, to help the  
people for jobs, food, benefits in order to help  
keep that project continuously running. Once we  
start it, we want to continue it, not to discontinue

Page 4

going to be around forever. But let's use it and  
keep it where we can suppress it in order to  
channel it in the right areas where it can be used  
what, the negative results as far as our way of  
lifestyle, the good life. All we want is to live  
the good life. And DOE would like to have the good  
life as far as the government to maintain and  
and keep control.

I want DOE to know that because you guys  
have what, the will, the vision, the mind, the attitude,  
the experience and the engineering and the engineering  
to do this. So I feel that anything is  
impossible for you guys, but it's up to you to make  
that decision. I know that DOE gets what they want,  
but I hope that they keep it underground and DOE gives  
us what we want.

ROBERT DREW: Background: It is my belief  
that most individuals and organizations currently  
opposed to the Yucca Mountain Project would  
experience enormous relief of their fears if all were  
observed daily, as I have, the professional  
integrity of the women and men who work on the  
Yucca Mountain Project. I have simply never seen a  
higher level of dedication and work ethic in any  
other workplace in the three decades I have been in

1 (Pages 1 to 4)

**[NCR: US-FEDERAL COURT OF APPEALS DISTRICT OF COLUMBIA EXHIBIT-13-1.]**

LAS VEGAS PUBLIC COMMENTS 5/17/2004

Page 39

1 also that we can be in communication in regards  
2 another citizen proposal in this area that may  
3 happen through these counties. Contact me on  
4 Northern 75)324-7667.

5 We submit our proposals directly to the  
6 Reid and Egan. You can also contact my staff  
7 also. Generally, the BLM knows the courtesy,  
8 but BLM does not want to treat the area as a  
9 wilderness study area. They don't want to treat it  
10 any differently unless it is a desert, become  
11 designated wilderness by the BLM.

12 RAYMOND IZEM: I'm against Yuca and against  
13 transportation of waste. I think it's a  
14 dangerous situation. I think it's a world  
15 conditions today. I'm somewhere between New York or  
16 wherever else. I think it's coming from here  
17 there's too many instances of something happening, and  
18 they're just people between here and there.  
19 Oh, my voice is New York but you don't  
20 know my tape, but I moved here for my retirement.  
21 Initially, I'm still working in a different career,  
22 but I'm away from certain things. I love Las  
23 Vegas. I now have grandchildren here living here in  
24 Las Vegas and don't want the danger of waste being  
25 10 miles away.

Page 40

1 also for our whole economy here with the  
2 tourism industry and everything else why would people  
3 come here if you're sitting on a hot bed?  
4 Additionally, people are saying they're for  
5 because it's going to bring jobs here for the  
6 people or what. They may get jobs in  
7 Nevada. Overall, I want to buy a house and not  
8 have the waste come here to be a waste here  
9 and endanger everyone's health.

10 But there are jobs available for them  
11 somewhere. If they want to go to their own area,  
12 fine, buy them out and move them out, but don't  
13 bring the waste to California or Nevada etc.  
14 It's dangerous. We have the waste down  
15 here in Lake Mead. We have over a million people  
16 in Clark County. You have people retiring here  
17 moving here, tourism, millions of people per year  
18 coming here. That would just endanger everybody.

19 SHAREN LEVENSON: I am just opposed to  
20 supporting it under very lax security and through  
21 the use of a military security and  
22 that does not come with a cost.

23 ROBERT ALAN KEMP (STATEMENT ORALLY GIVEN  
24 TO DOB BLACK).

25 I reside in [redacted]

1 [redacted] I'm the chairman, CEO  
2 Nevada Central Railroad, dba Great Basin Railroad,  
3 dba Nevada Northern Railroad. I'm the CEO of  
4 Aviation Technologies Limited, a Nevada corporation,  
5 incorporated in 1987 in the state of Nevada.  
6 The Nevada Central Railroad is owned by  
7 Aviation Technologies Limited. Nevada Central  
8 Railroad is a Nevada Corp. that was incorporated in  
9 July of 2003.

10 History regarding the intended construction  
11 of a railroad by Aviation Technologies Limited and  
12 Nevada Central Railroad is as follows: In 1988 I,  
13 acting on behalf of Aviation Technologies Limited,  
14 executed an analysis and study within the western  
15 United States from El Paso, Texas west through New  
16 Mexico, Arizona, Nevada and north through Oregon,  
17 Washington state ending at Vancouver, Canada of the  
18 viability of the construction of a commercial  
19 north/south west/central region heavy, high speed  
20 mainline rail system.

21 In 1991 we completed the initial scoping and  
22 came to conclusions in relation to the first phase of  
23 potential construction of what was then named the  
24 Nevada Central Railroad, and by '93 made final  
25 corporate decisions relating to the financial

1 feasibility and traffic analysis to support the  
2 conclusion, execution and construction of a  
3 construction project that would be initiated within  
4 the state of Nevada on a route that was determined by  
5 the U.S. Department of Energy and identified by U.S.  
6 DOE as the Carlin route and Jean route.

7 We decided by 1996, after executing a number  
8 of meetings in Las Vegas, Nevada with the U.S.  
9 Department of Energy at the request of the U.S.  
10 Department of Energy, to move forward and initiate a  
11 commercial independent rail construction project. A  
12 documented proposal was provided by Aviation  
13 Technologies Limited to the U.S. Department of Energy  
14 Las Vegas, Nevada in 1996. That in concept was  
15 approved by Nye County Commission on October 15, 1996  
16 in Amargosa Valley.

17 ATL then proceeded, dba Nevada Central  
18 Railroad, to then execute the final construction type  
19 design specifications, and by 2002 executed a program  
20 to acquire necessary legal funding for the execution  
21 and construction of the Nevada Central Railroad in an  
22 approximate amount of four billion U.S. dollars  
23 deriving from commercial public bonding to be  
24 collateralized with the roadbed and railway system.

25 In 2003 Aviation Technologies Limited, by an

10 (Pages 37 to 40)

6/21/2004

www.lauriewebb.com

**[NCR: US-FEDERAL COURT OF APPEALS DISTRICT OF COLUMBIA EXHIBIT-13-1.]**

LAS VEGAS PUBLIC COMMENTS 5/17/2004

Page 41

1 through its general counsel, Fritz Kahn, notified the  
2 U.S. Surface Transportation Board of its notice to  
3 execute a construction permit and begin construction,  
4 that was July 17, 2003, of the Nevada Central  
5 Railroad bypass. The trade name for that particular  
6 system owned and controlled by Aviation Technologies  
7 Limited through its wholly owned subsidiary Nevada  
8 Central Railroad is the NCR bypass, and that has been  
9 trademarked.

10 ATL and Nevada Central Railroad staff in  
11 July and August of 2003 contacted the U.S. Department  
12 of Energy in Washington, D.C. and provided the  
13 previously identified information to U.S. DOE staff  
14 working under the supervision and authority of  
15 Margaret S. Chu. U.S. Department of Energy staff  
16 provided Nevada Central Railroad and Aviation  
17 Technologies staff with the final 2003 EIS so that  
18 Nevada Central Railroad could provide same to the  
19 U.S. Surface Transportation Board, which has since  
20 been completed following the six-month waiting period  
21 under the Federal Rail Agency and Surface  
22 Transportation Board regulations following the  
23 initial notice of construction in 2003.

24 Surface Transportation Board has  
25 appropriately responded three times to ATL staff as

Page 43

1 reply that was copied to U.S. Department of the  
2 Interior, Bureau of Land Management. Prior to  
3 Margaret Chu's provision of testimony to the United  
4 States Congress and Senate concerning her future  
5 requirements for the 2003 budget, which later  
6 included her subsequent decision followed by  
7 confirmation and communication by telephone, prior to  
8 her testimony to Congress of her decision in relation  
9 to the selection of the Caliente route.

10 At all reasonable times the U.S. Department  
11 of Energy has been made aware through both oral and  
12 documented communication of the existence and public  
13 notice of intent to construct the NCR bypass as a  
14 north/south route within the state of Nevada.  
15 Mr. Fritz Kahn, general counsel for Nevada Central  
16 Railroad, executed a documented letter to the City of  
17 Ely on February 12th, 2004 to acting mayor Robert B.  
18 Miller, Mayor, City of Ely, informing the City of Ely  
19 that NCR had already executed its notice of intent to  
20 construct its north/south bypass route along the  
21 historic Nevada Northern Railway right-of-way that in  
22 general terms runs from the Ruth mine through Ely to  
23 McGill junction due north to Shafter and Covre.  
24 Covre and Shafter are the intersections to the Union  
25 Pacific east/west mainline that runs to Salt Lake

Page 42

1 well as direct documented response to ATL and Nevada  
2 Central Railroad general counsel legal  
3 representatives in Washington, D.C.

4 Nevada Central Railroad staff and Aviation  
5 Technologies Limited staff replied to the notice of  
6 withdrawal that was publically noticed by U.S.  
7 Department of Interior, Bureau of Land Management  
8 through documented communication on Monday,  
9 March 29th, 2004 by copying original communications  
10 to Dennis Samuelson, BLM coordinator for the state of  
11 Nevada working under authority of Bob Abbey. Such  
12 documented communication was legally addressed and  
13 provided to Margaret S. Chu personally as confirmed  
14 as received on March 29th, 2004 at her offices within  
15 the Department of Energy.

16 ATL NCR staff confirmed receipt by U.S. BLM  
17 through direct oral communication with Dennis  
18 Samuelson and state of Nevada BLM director Robert  
19 Abbey, as well additional staff within Margaret Chu's  
20 office to include Jay Johnson and senior DOE staff  
21 directed by Margaret Chu.

22 Robert Alan Kemp, acting as a legally  
23 designated officer of Aviation Technologies Limited  
24 and the Nevada Central Railroad contacted Margaret  
25 Chu by telephone personally to confirm receipt of our

Page 44

1 City.

2 The communication that I will provide to the  
3 U.S. Department of Energy in relation to the  
4 provision of comments today from Fritz Kahn will be  
5 identified by my initials RAK Exhibit 13-A.

6 On May 5th, 2004 Aviation Technologies and  
7 Nevada Central Railroad staff provided documented  
8 request for the inclusion of agenda items relating to  
9 the construction of the Nevada Central Railroad NCR  
10 bypass within the state of Nevada to White Pine  
11 County District Attorney Richard Sears, and White  
12 Pine County Clerk Mrs. Dorcas Bath.

13 ATL NCR staff provided the City of Ely city  
14 council by and through its district attorney, which  
15 is also Richard Sears, acting for and on behalf of  
16 the City of Ely, also to Jim Allworth, the city  
17 clerk, City of Ely, Nevada, and by and through Shana  
18 Bybee, the acting mayor pro tem, of its notice of  
19 intent for the inclusion of agenda items relating to  
20 the construction of the Nevada Central Railroad.

21 For purposes of identification in relation  
22 to the provision of comments today, I am going to  
23 identify the May 5th, 2004 notice to White Pine  
24 County District Attorney Sears as RAK 13-B.

25 For purposes of identification in relation

11 (Pages 41 to 44)

**[NCR: US-FEDERAL COURT OF APPEALS DISTRICT OF COLUMBIA EXHIBIT-13-1.]**

LAS VEGAS PUBLIC COMMENTS 3/17/2004

Page 45

1 to provision of comments today I'd like to refer to  
2 the documented notice to the City of Ely through City  
3 Attorney Richard Sears as RAK 13-C.

4 I'm going to include with my comments today  
5 to the U.S. Department of Energy a copy of Nevada  
6 Revised Statute chapter 37.230, which is condemnation  
7 by railroad companies. And I will refer to this in  
8 relation to my comments for purposes of  
9 identification as RAK Exhibit 13-D.

10 I'm going to include with my comments today  
11 the provision of a documented presentation that was  
12 executed to the White Pine County Commission as well  
13 as the City of Ely city council. And for purposes of  
14 identification I'll refer to that as RAK Exhibit  
15 13-E.

16 In conclusion the Nevada Central Railroad is  
17 a commercial railroad existing within the central  
18 corridor of the state of Nevada that in relation to  
19 U.S. Department of Interior federal statutes under  
20 U.S. congressional code as well as the U.S. Federal  
21 Railway Act exists as a railroad under construction.

22 Railroads under construction under the  
23 Federal Railway Act as well as regulations of the  
24 Department of Interior cannot be interfered with by  
25 any federal agency, state or local state governmental

Page 47

1 rail alignment directly to the U.S. Department of  
2 Interior by and through the Secretary of Interior to  
3 the U.S. government. We will copy the provision of  
4 this filing to Margaret S. Chu and Robert Abbey,  
5 State of Nevada, Director Bureau of Land Management.  
6 ATL NCR staff have confirmed with U.S.

7 Department of Energy staff in Washington, D.C. that  
8 the 2003 EIS was a legally qualified final EIS under  
9 U.S. Environmental Protection Agency regulations that  
10 meets in excess of 70 percent of the EIS requirements  
11 for the construction by U.S. Department of Energy of  
12 a rail corridor within the state of Nevada.

13 In direct conflict with documented decisions  
14 provided to ATL NCR staff by and through the U.S.  
15 Surface Transportation Board, office of SEA, ATL NCR  
16 staff intend to proceed and notify Congress and  
17 Senate of the United States of the existing conflict  
18 that relates between Surface Transportation Board and  
19 U.S. Department of Energy in relation to the  
20 characterization, specific technical applicability  
21 and identification referencing of information  
22 contained within the U.S. DOE final EIS of 2003 that  
23 is applicable within the scope of the Surface  
24 Transportation Board filing by ATL NCR staff to the  
25 STB in 2003 to meet either NEPA or commercial EIS

Page 46

1 incorporated entities, such as a city or town, or  
2 other commercial entity with the exception of a  
3 preexisting commercial railroad.

4 ATL NCR submits that it has properly noticed  
5 the U.S. Department of Energy of its legally defined  
6 existence as a railroad under construction within the  
7 legislation approved by Senate and Congress as an  
8 existing railroad system within the state of Nevada  
9 authorized by Congress as a commercial transport  
10 provider capable of providing a connection to Yucca  
11 Mountain repository for purposes of meeting all U.S.  
12 DOE heavy transportation requirements.

13 The Nevada Central Railroad, by and through  
14 its general counsel and legal staff in Washington,  
15 D.C., will execute a filing with the Secretary of  
16 Interior in June 2004 to obtain a permanent easement,  
17 a portion of which has already been identified by  
18 U.S. Department of Energy Margaret S. Chu for land  
19 withdrawal in direct conflict with Department of  
20 Interior and BLM regulations that integrate with the  
21 Federal Railway Act concerning impact to a commercial  
22 railroad operation and/or construction project.

23 NCR will then proceed to provide a general  
24 map, a legal description and GPS coordinates of its  
25 intended corridor as well as specific site survey

Page 48

1 requirements under the construction permit process of  
2 the Surface Transportation Board, U.S. DOT. That  
3 concludes my comments.

4 (Thereupon the proceedings  
5 were concluded at 8:00 p.m.)  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

12 (Pages 45 to 48)